

# REGION ONE



SCOOP

**Utah Department of Transportation** 

Fall-Winter 2013

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## Thanks to all those who contributed to the "Scoop."

Service Awards

Editor:
J. McDermott
Special thanks to Vic Saunders
For his contributions

#### FROM THE DIRECTORS'S DESK -- Kris Peterson



There are over 70 different communities through which the nearly 950 miles of roadways under our responsibility travel. These communities vary from large complex cities to small rural communities. Each of them has their own unique character. Despite their differences, the one commonality I hear is gratitude.

I have been travelling the region this past few months meeting with many of the newly elected mayors in the area. They continually remind me of the great job each of you do. Their praise comes because of the individual efforts you make each day to support these communities. They write, call and tell me personally what a difference you make. To their praise, I add mine. Thank you for what you do.

During those same visits, I have an opportunity to discuss our strategic goals; these four goals give us purpose, meaning and direction. I encourage you to spend some time evaluating how your daily tasks each relate to the goals. It is important to know how you fit in with our overall strategies. If you don't know how and where you fit in, I would love the chance to sit down and talk it over. We all need purpose and meaning in what we do. We must feel appreciated and know that we make a difference every day.

As we turn the corner from winter to spring, I am excited about the challenges that lie before us. Our region has the largest new construction program of all the regions in the state. We have been given a great opportunity to show what Region One is capable of. I know that we will hit the mark and exceed expectations.

I encourage you to look for these opportunities to excel. Look for every opportunity to help the Region One team make each of the communities we support be successful and continue to see our interactions as beneficial to their goals.

Again, I know that together we do make a difference. We do it every day. Thanks for your hard work and dedication every day. You make us better.

I look forward to another great year in Region One.

Special Thanks for a job well done



# NORTH DISTRICT Kelly Barrett, North District Engineer

# From the Staff

On October 28-30, the annual Region One Snow and Construction School was held again at the Bridgerland Applied Technology College in Brigham City. The annual event is put on by the Region One District Engineers along with Region Trainer Dirk Richards.

This year the two workshops were combined into one. Part of the day-long event dealt with bringing improved snow fighting techniques to the region's snowplow drivers and to make sure they understand any changes to their responsibilities in this area. Plow drivers learned about more efficient use of snow and ice fighting products; how to improve their awareness of safety; improving snow plow maintenance; and being aware of the public's needs during snow removal operations.

Crews also received updates on many facets of their daily maintenance and construction responsibilities. Speakers presented information regarding issues such as injury prevention and reporting; using VMS boards properly; proper maintenance techniques for construction equipment; how to use the two-way radios found in many vehicles; and how to inspect and test new concrete and asphalt pavements.

"These two days spent talking to our crews about snow removal and maintenance is some of the most effective training we do," said Kelly Barrett, North District Maintenance Engineer. "When we give this information to all of our people at the same time, we can make sure they all get the same training so confusion is eliminated, and similar questions can be answered one time and myths dispelled.

"We see an improvement in performance in the periods immediately following these workshops, too, so we know this is helping us be better at what we do," Barrett said.

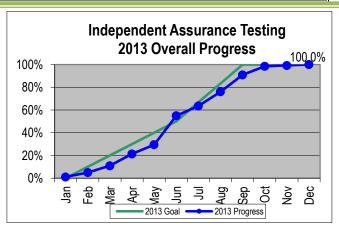




#### MATERIALS Scott Nussbaum, Materials Engineer

## Independent Assurance 2013 Annual Report

It is time to review our Independent Assurance work from the past and plan for the next season. The Department of Transportation (UDOT) has a technician independent assurance (IA) program to comply with federal law, (23 CFR 637.207). Each qualified testing technician must



demonstrate proficiency in each qualification annually. It is a big deal for all of our qualified technicians in Region One, and each technician is responsible to arrange for their own. Region One strives to ensure field testing is performed in the project environment and that each split sample evaluation for concrete and density is observed by a designated Independent Assurance Inspector to help ensure competency and consistency in testing. In 2013, all of our technicians with valid certifications at the end of the year had completed their evaluations; no certifications were revoked for failure to complete them. Our region goal is for each certified technician to complete their first IA evaluation by June 30 and their second by September 30.

- 99% of our technicians had completed one IA by June 30.
- 91% of our IA evaluations were complete by the target date in September.
- We do well, but we also procrastinate. The months of June and September saw 3.4 times as many evaluations as other months, stretching our resources to the limit.

The number of technicians certified to perform materials testing continues to grow.

- 384 evaluations for were performed in 2013. (Excluding repeat testing and IA's for non-UDOT employees.)
- 14% more evaluations than were completed than last year.
- 59% more evaluations than were completed than in 2010.

Thank you to those who have worked hard to complete their requirements this year. You have kept Scott Dearden and Tyler Lake busy as they have tried hard to help you succeed. Please plan now to complete your evaluations early; we want 100% of our technicians to successfully complete their IA's on schedule in 2014 for lower stress and successful performance reviews.



## Letters to UDOT

Date: Thu, Dec 19, 2013 at 6:18 AM - Subject: Thanks guys! To all the UDOT crew. Liust wanted to drop you a guick email

To all the UDOT crew, I just wanted to drop you a quick email to say thanks for all you do to keep our roads clean during the winter. I commute 5 days a week from Brigham City to Logan through Sardine Canyon. When I tell people at work that I drive the canyon every winter, they ask if I drive around through Honeyville on the snowy days instead of using Sardine. I have to tell them that Sardine Canyon is usually the safest part of my drive since the guys through there keep the roads in such good condition. I just drove through this morning at 5:30 am and sure enough I had a harder time getting to Sardine Canyon than I did making it over the top. I didn't even have to turn around and get my truck. Anyway, I just wanted to thank you all for sacrificing your sleep to get up at the crack of dawn so all of us that commute can make it to work each day. Have a Merry Christmas and be safe out there. Thanks, Brett Hurst

Date: Wed, Jan 8, 2014 at 7:26 AM - Subject: Thank You

Another snowy commute. However, thanks to your team I succeeded. This morning I had the pleasure of following five of your snow plow units as they cleared the freeway for us. Thank you for all that you do and for the great service and sacrifice you make for the drivers in Utah. Please express my appreciation to your team for their efforts.—Brad Markus

Date: Wed, Jan 29, 2014 at 11:12 AM - Subject: Thank You

To all those involved in keeping our roads clean.....Thank You! I travel extensively throughout the western United States. It is a compliment to all those men and women who keep Utah's roads clean and passable. I know that it must take a lot of dedication and fore thought to make that happen. To illustrate how successful UDOT is I know when I have crossed a state line without even looking at the sign. The roads in this state are just kept in better shape than any of surrounding neighbors. The road conditions change that dramatically at each boarder. I wish I could better express my appreciation than through this email, but let it be said that I am here safely typing this email because of your efforts. Thank you, -- Clyde Gerome



#### PROJECT MANAGEMENT Rex Harris, Program Manager

What do Brazil, South Korea, and Japan all have in common? Let me give you a hint; exactly 20 years ago I would be asking what does Australia, USA, and Greece have in common.

The answer would be (ba-bum bum ba-bum bum, kettle drums playing followed by heralding trumpets)...the Olympics. More specifically the next summer, then winter, and then succeeding summer games. Yep, we know who is hosting the 2020 summer games (Tokyo, Japan) and next year they will announce the winner of the 2022 winter games. There's even talk that the next shot that Utah may make another bid is in 2026.

That is some mighty long range planning. Have you already booked your room at the Tokyo Marriott Inn & Suites? You might be saying that it is just too far out in the future to be worried about having clean socks, without holes, that you need to be wearing while strolling around shoeless at the opening ceremony's pot sticker Olympic athlete's kimono-optional premedal reception party.

I will tell you, though, that they are already thinking and planning about how to house all of the people that will come to the event. Planning is key to the success of the Olympics, and just as importantly, it is key to the success of the Utah Department of Transportation.

Roads are not getting easier to maintain, and they certainly aren't getting cheaper to build.

That is why we spend so much effort in creating our long range plan.

Sometimes in the past for me, it often seemed like the long range plan was a dream, a pleasant hope that one day we might see roads that had words in their names like Legacy, Centennial, and Mountain View. No doubt in the future we will see other names like 'West of the Lake View Highway,' 'St. George Commuter Rail Link,' and the 'Ogden Trolley Capitol of the World Hub Station.' The future quickly becomes the today's reality.

We have gotten good, and indeed we will even get better on how we model and predict the growing transportation needs of the future. These models take



into account where people will live and work, how they will use different modes of travel, and I would not even be surprised that in the future that they will

even be able to predict travel demand minute changes based on a person's preference for boxers or briefs.

Our Deputy Director, Shane Marshall, has even asked us as UDOT employees to take it to the next level. His vision, I feel, will help us bring together more closely the work that we do in planning for the long term, and help make it a reality in what we build today.

He has asked us to maintain a comprehensive threeyear plan for all projects that we do. This does not mean that we have not had plans for projects that we will be building in the coming years. But, what it does mean is that we will more fully integrate all of the planning that we are doing within all areas of UDOT and with our local governmental agencies.

"Roads are not getting easier to maintain, and they certainly aren't getting cheaper to build. That is why we spend so much effort in creating our long range plan."

#### A Full Robust Plan that is Transparent for all to see

What will this do for us? This will allow us to work with all of our partners, especially the travelling public to make sure that we are making the best use of our time and resources in building the best transportation systems possible. We will be able to better coordinate projects to lessen impacts on motorists. We will be

able to include active transportation elements in other projects.

In all, we will be able to build the right projects at the right time. I definitely applaud Shane in these efforts.

Who knows? Maybe with this much insight, Shane better be darnin' those holey socks so he has nice warm feeties when he is chosen to light the 2026 SLC Olympic flame. They do like to have champions carry the torch. And Mr. Marshall has absolutely shown that he is one of those with this new effort.

# **EVENTS & ACCOMPLISHMENTS**



Access Program

September 2013

Carlos Braceras joined the SNAP team on August 28, 2013 to officially kick off its fifth annual Walk More in Four Challenge at Dilworth Elementary School in Salt Lake City. Carlos welcomed students to the rally and discussed all the ways that walking to school can benefit them. Walk More in Four is a statewide challenge for all elementary, middle and junior high schools that encourages students to walk or bike to school at least three days each week during the four weeks of September. The school with the highest percentage of students walking received \$500; second and third place schools received \$250 and \$100, respectively.

Additionally, students across the state were selected to receive bikes, helmets, scooters, and SNAP, Walk 'n Roll music CDs. All prizes were made possible thanks to the generous support of Wal-Mart stores throughout Utah. Visit SNAP's Facebook page (<a href="www.facebook.com/UDOTSNAP">www.facebook.com/UDOTSNAP</a>) to see the student winners in your area!

SNAP has commenced another season of its award winning musical assembly: SNAP, Walk 'n Roll. During the fall 2013 performing season, SNAP, Walk 'n Roll will visit more than 30 schools from September through December, including 10 school districts from Ogden to Provo. A movie version of the assembly is available for schools outside the Wasatch Front. To host the SNAP, Walk 'n Roll assembly or receive the assembly DVD, the school must have an updated SNAP Map, which shows the safest routes to walk or bike to school. To attend an assembly in your region, please email <a href="mailto:snap@utah.gov">snap@utah.gov</a>. More information about SNAP and its resources can be found at <a href="www.udot.utah.gov/SNAP">www.udot.utah.gov/SNAP</a>.





### COMPLETION OF TENTH WEST PROEJCT LOGAN, UTAH



The Tenth West (SR-252) Project celebrated substantial completion with a ribbon cutting on September 28, 2013. A variety of UDOT officials, including Deputy Director Shane Marshall and local political and business leaders joined in marking the end of construction on the five year project.

One of them, Transportation Commission Region One representative and local businessman Wayne Barlow, cited the benefits of the project in his remarks to gathered guests noting that "This project has been more than 40 years in the making."

Barlow said he remembered when Tenth West was first proposed as a truck bypass back in the 1960's. He said at the time, traffic volumes on Main Street we low, representing the bucolic nature of Cache Valley at that time. Since then, however, growth has exploded and the valley will definitely benefit from another major north-south route.

"Driving over from Providence today, I couldn't help thinking that this project was really needed," Barlow reflected. "I believe we'll look back on this day and note that another wave of economic expansion was launched as a result of the completion of this roadway."

The impetus to expand Tenth West began once the roadway became part of a trade between UDOT and Cache County in 2007. At that time the state traded two more lightly used roadways on the east side of the valley (SR-237 and 238) to the county, for the much more heavily travelled but vastly underdeveloped 1000 West.

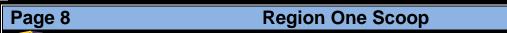
Once the roadway became property of the state, UDOT re-designated it SR-252 and carefully evaluated its potential. It was determined that widening and reconstructing it would help the roadway achieve its ultimate destiny as a major economic corridor in the area. Relieving traffic pressure on Logan's Main Street (US-89/91) would be another benefit.

Work on an environmental study began in 2008, and after planning and acquiring 17 homes in the Woodruff neighborhood, the two-phase construction project, got underway in 2010. Three years after that, the final roadway included 322,376 yards of concrete in 31.4 lane miles, from the junction at US-89/91 to its intersection with US-91 at 2500 North. Two lanes were widened to five throughout most of the project, with wider shoulders and new curb, gutter and sidewalk on the stretch from US-89/91 to 1400 North. From there, the roadway narrows to three lanes until 2500 North. From Tenth West to Main Street on 2500 North, the project is once again widened to five lanes.

Overall, the project cost nearly \$73 million, with more than \$60 million spent by UDOT and \$12.5 million contributed by Logan City. According to Project Manager Rod Terry, the project came in at the budgeted amount. The road will serve not only as an alternative to Main Street when traveling through the valley, but will become a better place for large businesses to develop, Terry said. Additionally, a corridor agreement with UDOT, Cache County and Logan City assures that the roadway will not be plagued with a number of ill-placed business accesses, or a plethora of traffic-slowing signals.

"Everything has been planned and built to improve mobility," Terry noted. "In the final analysis this is going to go down as a very successful roadway," he said.











Fall-Winter 2013

	Truck			Loader			Backhoe		
		Time	Points		Time	Points		Time	Points
1st Plac	e Chris Ransom	12:38.0	545	Mike Bowen	04:21.0	509	Chris Ransom	05:44.0	535
2nd Pla	ce Jaydee Lindsay	11:41.0	540	Casey Erickson	03:53.0	500	Jaydee Lindsay	06:20.0	530
3rd Plac	e Mike Bowen	13:13.0	467	Chris Ransom	04:15.0	495	Richard Palmer	09:25.0	445

	OVERALL					
		Truck	Loader	Backhoe	<b>Total Time</b>	SCORE
1st Place	Chris Ransom	545	495	535	22:37.0	1575
2nd Place	Jaydee Lindsay	540	494	530	22:12.0	1564
3rd Place	Mike Bowen	467	509	405	23:25.0	1381

Softball - Winner Team B





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	in the	A Day
		1/1/2
	VA.	
	1	
AM C		TEAM [

TEAM A			
Player Name	Area		
Kelly Barrett	Admin		
Ryan Halverson	Environmental		
Jeff Erdman	Design		
Tay Smith	Logan		
Robert Stock	ITS		
Wes Weston	maint		
Rex Harris	PM		
Gordon Young	Maint		
PJ Roubinet	Construction		
Pete Petersen	maint		
Leona H	Admin		

TEAM B			
Player Name	Area		
Author Estes	maint		
Dan Erickson	Design		
Reggie Estes	Paint Shop		
Tom Roylance	Construction		
Daryl Ballantyne	PM		
Kurtis Petersen	maint		
Dave Alger	Design		
Paul Egbert	Traffic		
Delayne Hansen	Admin		
Brent DeYoung	Admin		
Kyle Hess	Paint Shon		

TEAM C				
Player Name	Area			
Al Punteseca	Centerville			
Randy Jefferies	PM			
Chase Hiener	Paint Shop			
Greg Merrill	Design			
Brent Hipwell	Construction			
Dave Adamson	Admin			
Tyler Wagstaff	Maint			
Bret Slater	PM			
David Holmgren	Materials			
Scott Baker	maint			

4				
TEAM D				
Player Name	Area			
Ryan Estes	maint			
Mike Bair	Facilities			
Patrick Cowley	PM			
Vance Layton	Design			
Chris Whipple	Design			
Dave Tuscher	maint			
Todd Gibbs	Maint			
Vic Saunders	RCM			
Glenn Ames	Design			
Shawn Thompson	Maint			
Brett Butterfield	maint			



# Silver Barrel Awards



UDOT has the responsibility to build and maintain state roads. But the work done by employees to build bridges, maintain pavement or remove ice and snow also has an intrinsic value. An efficient and well-maintained transportation system supports economic vitality, improves quality of life, and helps make Utah a great place to live. "The work we do has an impact on people," said former UDOT Director John Njord as he presented the Silver Barrel award to the first recipient today. The Silver Barrel Award is way to call attention to and thank the many employees who excel. "We have it all the time – people are always doing good things at UDOT," says Njord. Ultimately, that good work helps Utah citizens. The Silver Barrel recipients will receive a certificate, a pin, and a hardhat sticker to wear with pride. Like college football players who get a helmet sticker for a great pass or block, the Silver Barrel sticker and pin will be visual reminders of a job well done. The number of recipients will not be limited, and Njord expects to give many away. "Someone could earn a lot of them, or everyone could earn one or more." An employee who wants to call attention to a potential recipient should contact his or her supervisor.

#### RYAN HALVERSON AWARD

The Silver Barrel Award was presented on February 3, 2014 in the Administrative Staff Meeting to Ryan Halverson by Carlos Braceras, Executive Director, for the following effort on the Wetlands Mitigation Project:

UDOT and its contractors have done an exception job of designing and building a new wetland that will augment the other emergent marshes and wet meadows habitats that already exist throughout the Bear River Bottoms. The Bear River Land Conservancy will support the project as it evolves into an established wetland and contributes to the valves of the Bear River riparian zone.



#### RETIREMENTS OF SOME OF OUR BEST December 19, 2013







#### **PATTY HOESEL JONES**

After 35 years of service with the Utah Department of Transportation, Patty Hoesel Jones retired from State employment and moved on to new challenges. Patty began her career in Region One in 1978 and worked in construction for twenty years.

She then was the Utility and Railroad Coordinator until she transferred to I-15 NOW (New Ogden Weber Expansion). The team received the 2008 Urban Project of the Year Award. Her last position was as Utility Agreement Coordinator for the Mountain View Corridor. She was also the Region One 2003 Employee of the Year, and in 2011, she was nominated for a Career Achievement Award.

Patty was an outstanding employee and a great asset to the Department.

#### **PAM WILCOCK**

After spending the last 32.33 years of her life working at UDOT, Pam decided to take her talents to wherever she darn well pleases. Although we would like to keep her here, we wish her well in retirement.

During her career, Pam has become very experienced and knowledgeable about the construction and documentation process for UDOT to where she has been a very valuable resource for our crew and others in the Region. She was also the Region One 2012 Employee of the Year. She will be greatly missed

#### **EYVONNE FAWCETT**

Eyvonne worked in Accounting for 16 ½ years. Her last position was as Accounting Technician.

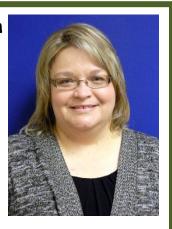
During her career, Eyvonne was the "mom" to a lot of the guys and worked very hard in her job. The last few years, she performed double duty after the retirement of Mary Prince. Eyvonne always performed her duties with proficiency and with a "smile." We wish her the best in all her future endeavors.

### New Employee - Brenda Andreasen - Accounting Technician

Brenda grew up in Brigham City and lives there still. She notes that she has wonderful parents, three brothers, two sisters and 21 nieces and nephews which she works hard to be the favorite aunt to. She also has sweetest cat.

Brenda worked for Flying J, Inc., TCLH/EFS for 20 plus years in A/R, A/P, imaging and bank reconciliations.

She loves music and enjoys singing in the Box Elder Symphonic Choir. She plays the flute and "attempts" the piano. She also loves to cook/bake, do crafts and vacation on the Oregon Coast. She began employment with UDOT on January 21, 2014.





# **WASHTO AWARD**

Team Name: Ogden Canyon Fiber Project Team
Jesse Glidden (R1), Lynne Yocom (TMD), Blaine Leonard (TMD), Brent DeYoung (R1),
Rex Harris (R1), Matthew Smith (TMD), Dave Moss (R1), David Crawford (R1), Patrick Cowley (R1)

This is one of those classic cases where barriers were dropped and people from different parts of UDOT and outside agencies and companies joined together to make the impossible happen. The team of people in the Traffic Management Division (TMD) and Region One worked to get fiber optics installed in Ogden Canyon in conjunction with an Ogden City water line project, setting us up to **Optimize Mobility**, reach **Zero Fatalities**, and **Strengthen the Economy**. Ogden Canyon (SR-39) is a 5-mile, narrow, winding canyon road connecting the Ogden Valley with the Ogden metropolitan area. It is a critical transportation link for people who live in the Huntsville / Eden area, for outdoor recreation in the area, and for those who live in the canyon. In addition, the river, terrain and environment along the highway make the corridor a very sensitive area.

Fiber communications in the canyon would not only allow for traffic monitoring and public communications in the canyon, but would provide a vital communications link to Ogden Valley. On the private side, fiber would serve residents well with improved cell and broadband service. Installing buried fiber in the canyon, with challenging terrain, narrow shoulders, moderate traffic and environmental sensitivity has generally been viewed as unjustifiably expensive, unattainable, even impossible. Then, opportunity knocked. In December, 2012, Region One asked the TMD to consider installing a VMS sign on SR-39 near Harrison Boulevard to warn motorists of canyon closures, a frequent occurrence during winter storms. On a brief site visit to evaluate locations for this sign, TMD staff noticed that there was a waterline project underway in the canyon. This very rare case of underground construction along the roadway presented an opportunity to get fiber conduit in the ground. Time was of the essence at this point, as the major waterline construction, a once-in-a career event in the canyon, was already underway. Over the course of just a few weeks, Region One and the TOC were able to:

- Execute a written agreement with Ogden City to facilitate the placement of conduit in their waterline trench;
- Engage Horrocks Engineers, who was already working on the waterline project for the City, to develop plans for fiber conduit and boxes;
- Negotiate construction costs with Whittaker Construction, the City's waterline contractor (who had never installed fiber conduit);
- Assemble adequate funds from the TMD and Region One for the fiber project; Coordinate with Ogden City Water Department and the contractor on specific installation procedures; and,
- Fast-track the ordering and delivery of fiber conduit.

The waterline contractor was able to place fiber conduit alongside the large diameter water pipe during their normal construction process (something they and the City were originally uncomfortable with). This allowed UDOT to take advantage of trenching, backfill, paving and traffic control that was already part of the waterline project.

The UDOT now has a fiber-connected VMS sign on SR-39 to inform motorists of canyon conditions.

"If you want to know what it's like, just think

of the worst possible day you've ever had

and oversized at 12' wide."

plowing snow, but in a semi with unplowed

roads, loaded with 140,000 pounds of cargo,

## Region Maintenance Analyst uses Christmas vacation to train as an Alaskan "Ice Road Trucker"

She may be Region One's most versatile gal. And the last two winters she has added "Ice Road Trucker" to her growing list of accomplishments.

Tammy Misrasi, Region One Maintenance Analyst, has never been one to shrink from a challenge. Whether it's slogging it out in the cab of a snowplow for hours at a time or crunching budget numbers for the maintenance stations, Tammy has always been prepared to do whatever the job requires.

So when her daughter moved to Alaska and went to work for Carlile Transportation Systems, of Discovery TV's "Ice Road Truckers" fame, the gauntlet was thrown down for her next challenge. "When my daughter, Krista, moved to Alaska I thought it would be great to go up and visit her," Tammy noted.

"But when I found out she had gone to work for Carlile that started another set of wheels turning."

A veteran of more than 27 years with UDOT, many of them spent behind the wheel of a snowplow on some of northern Utah's iciest routes, Tammy thought it would be fun to get a crack at the famed "ice road."

The original "Ice Road" was the Ingraham
Trail, from Tibbit to
Yellowknife in
Canada's Northwest
Territories. But after
one season of "Ice
Road Truckers," the
mining companies that

owned that highway thought the program reflected negatively on them and refused to participate in future programs, so the series moved to the "Dalton Highway." This highway actually parallels the Trans-Alaska Pipeline, and is considered one of the most isolated roads in the U.S.

Originally built to haul necessary supplies and equipment for the installation of the D.E.W. missile defense line, the Dalton Highway runs 499 miles from Fairbanks to Deadhorse, ending at the oil production



Tammy Misrasi poses in front of a sign along Alaska's "Ice Road" demarking the location of the Arctic Circle.

fields at Prudhoe Bay on the North Slope. Part of it runs directly over frozen rivers and lakes, hence the name, "Ice Road."

Tammy said the highway is similar to many of the mountain roadways in Utah for elevation, with the summit of the route at Atigun Pass, at 4,739 feet above sea level. The similarities ends there, however, as only 109 miles are paved and some grades are up to 12%. Additionally, there are only three "towns" along the route-- Coldfoot (population 13); Wiseman (pop. 22) and Deadhorse (pop. 25). Of those, only Coldfoot has a truck stop with decent food and fuel, but no mechanical services. The next services (246 miles) are at Prudhoe Bay.

Last year was Tammy's first on the Ice Road, but she

only went along as a rider. This year, Tammy got permission from Carlile to drive as a "Trainee," which allowed her to ride with a more experienced driver

on this route and get a turn behind the wheel from time to time.

"If you want to know what it's like, just think of the worst possible day you've ever had plowing snow, but in a semi with unplowed roads, loaded with 140,000 pounds of cargo, and oversized at 12' wide, she said.

About 180 trucks a day use the roadway in the winter, and while Tammy said the drivers are under a





Sights like the Northern Lights (above) were just a few of the wonders Tammy Misrasi observed while driving on Alaska's "Ice Road" last December. Not so wonderful, however, were the wrecks she saw (right) that were caused by ice, speed, weight and other factors that come into play daily for drivers on this road. (Photos by Tammy Misrasi)

lot of pressure to make their runs and safety is critical; they push it as hard as they can. A one-way run takes about 14 hours to complete, and most drivers say they only average about 35 MPH during the winter. And that's if everything goes perfectly.

And what about wrecks or other problems? Tammy says occasionally trucks get too close to each other when passing, brakes may fail on steep grades and crashes occur, or they run off the roadway altogether. She said it's not like you can call "AAA" if that happens.

But fortunately, the companies who operate the pipeline have a lot of security and other trucks moving back and forth on the route. In an area so remote there's no cell service, but she says there are lots of radios out there. So someone passing by will

call for a wrecker-- that's the good news. The bad news is it comes out of Fairbanks, so that means help can be hours away.

"At -58 below, and hundreds of miles from the nearest city, the stars and Northern lights are a sight to behold . . ."

While the speed limit of 50 miles per hour (in good weather) is strictly enforced over the roadway, it drops to 25 miles-per-hour where the roadway crosses ice.

While the ice is thick enough to support a fully loaded truck during the dead of winter, driving too fast can still cause waves under the ice causing fractures in it and that leads to breakthroughs. When that happens, 150,000 pounds finds itself on the bottom of that body of water instantly.

For all of the scary things that can happen, Tammy said there are a lot of plusses she gained from this experience. She said seeing the famous "Northern Lights" away from the interference of city lights was a truly a thrill. The "lights" are the result of collisions between gaseous particles in the Earth's atmosphere with charged particles released from the sun. She said the Northern Lights shimmer back and forth and are in constant motion.

"At -58 below, and hundreds of miles from the nearest city, the stars and Northern lights are a sight to behold" she said. "That is something that should be on everyone's bucket list!"

And what was one of her biggest challenges during the experience? She said her training experience began with a male driver, so sleeping arrangements

were interesting. As a trainee she was required to sleep in the truck's sleeper, which served as their home on the road.

The one they were driving had a bunk bed arrangement in it, so Tammy would get ready for bed first while he checked the load and closed the winter flap to keep the heat in the truck. She would jump in bed and then turn to face the back of the sleeper. This allowed her male driver to do "what he needed to" to get ready for bed and climb in. Unusual, but part of the job.

The other challenge is that bathrooms are not always available on the nearly 500 mile trek across Alaska's wilderness. Next time you see Tammy, be sure to ask her how she solved that one!

-- Vic Saunders

## SERVICE AWARDS

#### <u>August</u>

Tucker Doak 5 Years Kurtis Petersen 5 Years John Walker 5 Years

#### October

Shane Fuller 25 Years Kelly Barrett 20 Years 15 Years Shane Spackman Stacie Paskett 15 Years

#### November

Scott Woolsey 30 Years Dave Adamson 10 Years Jason Trujillo 5 Years

#### December

James Poulter 15 Years

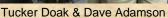
#### January

25 Years Lloyd Muhlestein Essy Rahimzadegan 25 Years Jace Mecham 15 Years Ryan Halverson 15 Years Judie McDermott 10 Years

## Region One

#### Service Awards - August 2013 - January 2014







Kurtis Petersen & Kelly Barrett



John Walker



Shane Fuller & Brent DeYoung

Kelly Barrett & Rex Harris

Shane Spackman & Kelly

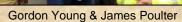


**Brent & Stacie Paskett** 



Scott Woolsey Dave Adamson & Kris Peterson Brent & Jason Trujillo







Lloyd Muhlestein & Kelly

Jesse Glidden & Essy Rahimzadegan Jace Mecham

Chris Lizotte & Ryan Halverson

Kris & Judie McDermott



The first three people to identify how many times Kris Peterson's picture appears in this newsletter will win lunch for their crew/team. Contact Judie McDermott with your guess.